



Official and Classified ADVERTISEMENTS

Continued from Page 19

SITUATIONS VACANT

Torry Research Station, Abardeen

Second Mate Marine Staff

... to serve on the 'GA Resy' which is a 89m stern freezer trawler engaged mainly on experimental work relating to the handling and processing of fish caught, on a semi-commercial scale, by conventional bottom and mid-water trawls. Duties include assisting the First Mate in managing deck crew, supervising fish catching and lactory deck operations, and maintenance and repair of gear. The successful candidate will also act as relief First Mate and undertake watchkeeping duties.

More information about this work can be obtained from Mr J J Waterman at the Torry Research Station, telephone Aberdeen (0224) 877071.

Candidates (aged at least 23) must hold a Second Mate's Full Certificate of Competence and should have trawling and watchkeeping experience.

Salary, starting at £4585, rises to £4810 p.a. A uniform allowance of £80 p.a. is also payable. Non-contributory pension scheme and promotion prospects. Leave allowance of 7 weeks and 1 day a year plus public and privilege holidays.

For further details and an application form (to be returned by 18 April 1977) write to Civil Service Commission, Alencon Link, Seasingstone, Hants, RG21 1J8, or telephone Seasingstone (0256) 88551 (answering service operates outside office hours). Please quote T/9434.

Ministry of Agriculture, Fisheries and Food

QUALIFIED captain / skipper to command small survey craft departing soon for Mediterranean, good salary and excellent prospects. Telephone D. L. Cough of 840 8818. This vacancy is only due to illness and is permanent, an immediate start is required.

WANTED experienced certificated skipper for well founded shrimp trawler/trawler for Mornham. Contract for six or twelve months, good pay and condition. Box No. 532.

EXPERIENCED certificated skipper for well founded Scottish herring trawler, mid water and sea trawling, south western area. Telephone 0579 82110.

ASSISTANT HEAD KEEPER

is required by Grimsdale Estate, Isle of Lundy to assist in Managing Fishing and other activities. Experience in salmon fishing and ability to handle boats is essential. The successful applicant would be required to take up his duties by the beginning of May and a good modern house is available for his use. Applications giving details of experience, ability, age etc., should be sent in the first instance to the Secretary, Grimsdale Estate, Melville Crescent 7NA.

TWO MARINE ELECTRONIC SERVICE ENGINEERS

(Radar, VHF, MF, HF, RT, Autopilot, Depth Recorders, etc.)

1. Plymouth/Torrey Area

2. Falmouth/Penzance Area

Expanding West Country Division of well known South Coast based organisation now under new management. Service and installation on small commercial craft, fishing vessels and yachts. Preference given to applicants with knowledge of small craft and who enjoy working on their own initiative with a small unit and able to communicate equally well with fishermen and yachtmen.

Curriculum Vitae in strict confidence. (No references or present employer contacted without your authority).

General Manager
SEABOARD ELECTRONICS LIMITED
27 Southside Street
The Barbican, Plymouth

ENGINES FOR SALE

VIKING MARINE INTERNATIONAL

are now offering 23-220 horse power

GUARANTEED MARINE DIESEL UNITS
FORD - BMC - CUMMINS

HIGH-QUALITY MARINISATION PARTS ALSO AVAILABLE

For fast, courteous, service contact:
V.M.I. Plein Road, Folkestone, Kent
Telephone: 87127 - Telex: 955281

PERKINS marine diesel V2-95M, lit. No. 24062, brand new, complete with instrument panel. Can be seen at North Sea Marine Rig Services, 20a Ugie Street, Peterhead. Telephone: Peterhead 4567/0358. Current list price £1,875 (two/three months delivery). From us it's at stock and 10% discount.

81W Gardner, 2.1 reduction, 1,700, Six cylinder Ford, 1850. Telephone: Torquay 27275.

THORNYCROFT 240 complete with Borg Warner TC 73 valve drive 3.1 reduction gearbox, 278, telephone Trebeche 2507.

PETTER 16.4hp 2.1 reduction diesel, recent overhaul, new top half and bearings, 5400, 77 Stockdale Gardens, Deal, Kent, telephone: 2410.

CAT engine new model D333 No. 683510, RPM 2200 by 200 complete with Twin Disc power take off spec. No. 25533 131012 No. 2H 0914 and radiator. Telephone Canterbury 04782, price £3,500 plus VAT.

NEW and reconditioned BLMC 1.5, 1.8, 2.3, 2.5 new and reconditioned 4D, 6D and D400, D800 new PPM gearbox to each unit. Diesel Marine, Riverside Estate, Brundall, Norfolk NR13 5DL. Telephone: Norwich 712341.

LISTER L12 has been reconditioned throughout and has a new mechanical 2.1 gearbox, is fitted with electric start, will give Lister engines over 20hp on V.H.V. offers telephone: 1841 280 545.

FOR SALE

Four New CROSSLEY HRNS Marine Propulsion Diesel Engines

240hp at 370 RPM, direct reversing, three cylinder, bore 10 1/2 in. x stroke 12 1/2 in. etc. Each engine is complete with all ancillary equipment including Michael Trust Stock, built-in air compressor, water pump, bilge pump, etc. etc. of new spare parts are available in stock. Price each unit £2,500 F.O.B. warehouse. Each unit is packed in original makers case. For further information please write or phone: K. BRANUM & CO. LTD., Grove House, 981 London Road, Letchworth, Herts. Telephone: 01 880 3441.

OFFICIAL NOTICE

OFFICIAL NOTICE
PROPOSAL TO CHANGE
A SHIP'S NAME

I, G. C. Clive of the Ogon Fishing Co. Ltd., 88 Castle Street, Llandudno, hereby give notice, that in consequence of change of ownership, I have applied to the Department of Trade, under section 47 of the Merchant Shipping Act, 1894, in respect of my ship 'THESSALONIAN' of gross tonnage 243.67, of registered tonnage 22.02, heretofore owned by the White Fish Authority of Sea Fisheries House, 10 Young Street, Edinburgh EH2 4JD, for permission to change her name to 'MARTINIQUE' to be registered at the port of Llandudno in the said new name as owned by Ogon Fishing Co. Ltd. Any objections to the proposed change of name must be sent to the Registrar General of Shipping and Seamen, Llandudno Road, Llandudno, Cardiff, within seven days from the appearance of this advertisement. Dated at Llandudno this 7th day of March 1977.

Signed: G. C. Clive,
Managing Director.

SERVICES

Dennis Swire C.Eng. F.R.I.N.A.
1 Sunset Gardens,
Porthleven, Cornwall
Specialist designer of fishing vessels.
Surveys and valuations of all types.
Stability calculations.
HELBOR 4080

EAST COAST DIVERS St. Andrews, Telephone: 3720 - for all under water work.

REFRIGERATED
GROUPE TO
EUROPE

We can offer weekly refrigerated grouper transport for your fish from all parts of the United Kingdom to all parts of Europe.

David J. McPherson,
EUROPEAN TRANSPORT,
Ashley Lane, Plymouth, Durham
Telephone: Durham 99611 or
20812. Telex 33184

DELIVERIES

RYLES MARINE SERVICE for deliveries of all vessels up to 500 tons. Telephone 0243 68 450.

FOR HIRE

1 to 20 man liferafts. 1171 Boat house, Lifford Hire Co., 14 Chapel Road, Tipper, Lifford, Essex CO15 0HA. Telephone 815449.

WANTED

HULL FISH MERCHANTS PROTECTION ASSOCIATION LIMITED

ALBERT DOCK — HULL
Require regular supplies of all types of fish

Contact:

MR. S. ELLERINGTON (President) 0482 24840

or

MR. J. BURTON (Secretary) 0482 26748

Advice on transport problems given if required

Give us a ring and have a talk if you are not happy with your present catch disposal arrangements.

WANTED: Propeller 3 1/2 in. x 2 1/2 in. r.p.m. For sale propeller 3 1/2 in. x 2 1/2 in. r.p.m. Telephone: 021 253 0736 (Grimshy).

WANTED: Secondhand pout trawls with or without ropes, also Foregut and rebo trawls. Telephone: Lundy 262.

WANTED: Crab claws and whistles, hulled or alive. Live lobsters. Box No. 377.

GOOD buyer of quality pollock, smoked, wet, hulled or whole. Telephone: Grimsby 51541.

WANTED: Hydraulic pout hauler, reasonable price. Mr. Stevens, 48 Brough Street, Duxley, telephone: 0476 261 034.

WANTED: Two secondhand trawlers with 4th. motor. Telephone: 0683 565 203 Saturday or Sunday.

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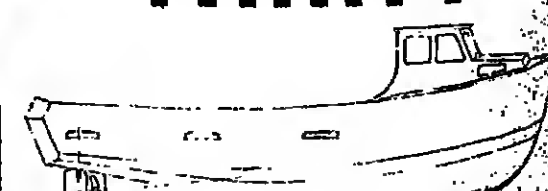
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HULL STEEL CRAFT "THIRTY"



30ft x 10ft. steel boat, includes boiler, engine beds, steel deck end wheelhouse, floor bearers, stern tube and rudder.

Available with choice of forward or aft wheelhouse.

3mm (hull thickness) version £1650

5mm heavy duty version £1950

HULL ONLY AVAILABLE

HULL STEEL CRAFT
ALBERT DOCK EAST, HULL
Telephone: Hornsea 2409



fishing news

March 25, 1977

No. 3320

Est. 1913

15p



CFP DECISION SET FOR JUNE

URGENT ACTION by the EEC to get the Common Fisheries Policy (CFP) settled by June and deferment of a move by Faroe to introduce drastic conservation measures. This was the good news from Minister of Agriculture, Fisheries and Food, John Silkin, in the House of Commons last week. On other negotiations of importance to British fishing — including Iceland — Mr. Silkin was unable to offer any encouragement. He also gave a warning that the initial position being taken by the Faroese government "does not give grounds for optimism".

The Minister came under attack from Opposition spokesman on fishing, John Peyton, for signing a framework agreement prior to the start of talks between Faroe and the EEC.

Although he was not optimistic about the initial position of the Faroese government, Mr. Silkin said that as long as there are consultations, and as long as they have agreed to defer introduction of new measures, there is a prospect of a settlement. If the Faroese agreement is fully implemented, fishing by UK vessels in Faroese waters will be totally uneconomic, said Alick Buchanan-Smith (Cons. North Angus and Mearns), who wanted to know what counter proposals Mr. Silkin had put forward concerning the operation of Faroese vessels in Scottish waters.

New regime urgent

Mr. Silkin replied that he was aware of the dangers of a mounting desire to take reciprocal action once measures of this sort are taken against us. In announcing that the EEC Council of Agriculture Ministers aimed to reach a decision on the CFP by the end of June, Mr. Silkin added that discussions had taken place to establish catch quotas during the remainder of 1977 for some species in extensive areas of EEC waters. "One of the objectives of this temporary measure would be to facilitate the development of the fishing industry of the Irish Republic," said Mr. Silkin.

While urgency might be building up on the internal regime of the EEC fishing industry, leaders in Norway see prospects of an agreement with the Community regarding which fish stocks in the North Sea are common to the whole area and how they are distributed between the zones. There is also a great disparity of views about the quotas which three countries should be allowed.

One point at issue is the amount of consumer fish which may be caught as a by-catch while industrial fishing for Norway pout. The EEC has proposed 20 per cent from April 1, compared with 25 per cent now, while Britain is arguing only 10 per cent. A limit of 10 per cent would make industrial fishing impossible, says Knut Vardal, but Norway is willing to accept 20 per cent.

500 PER CENT POUT TRIP BY-CATCH!



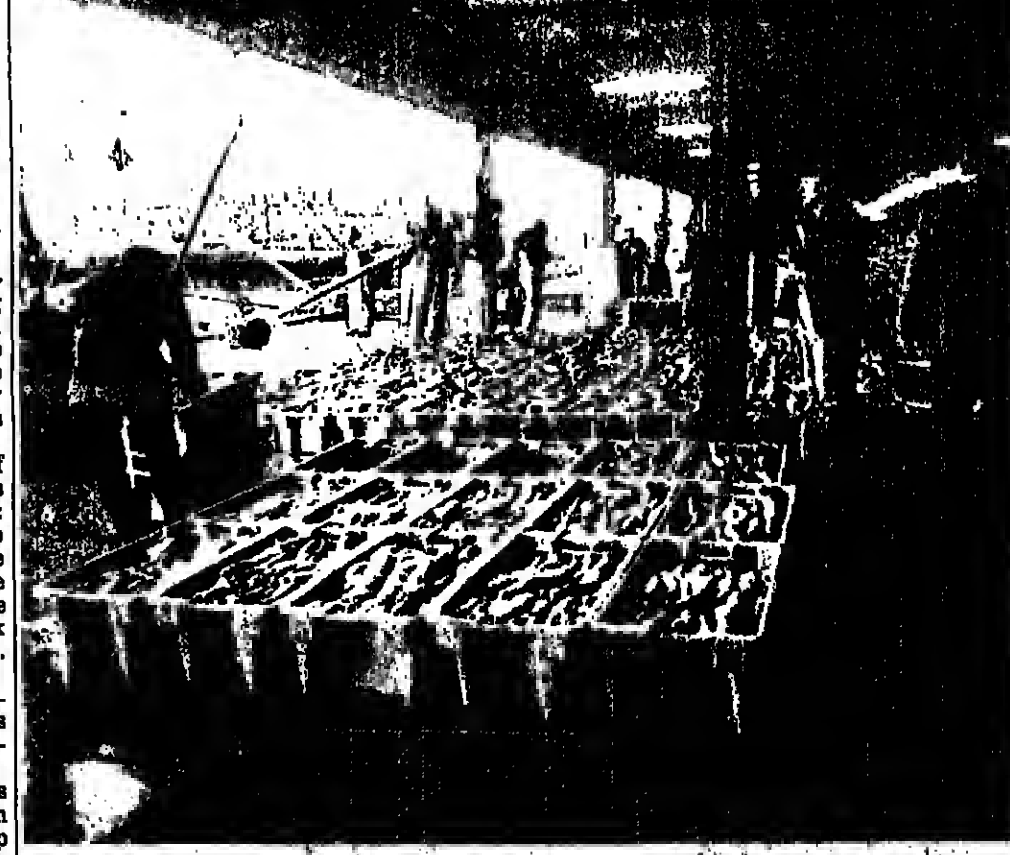
A WHALSAY Shetland boat, made a test fishing trip last week to show the extent to which foreign fishing fleets are sweeping Shetland's grounds of mature fish.

Longdale made a two-hour tow on the grounds off Belta, at present being heavily fished by foreign boats, using a 16 mm pout net. Of the six tons she landed about one ton was pout — and the remainder fish suitable for human consumption. This is 500 per cent "by-catch".

Said the manager of Shetland Fishermen's Association, George Hunter: "These foreign boats can take what they like from the Shetland grounds at a time when the Government is speaking about haddock stocks as being in danger. Does this make sense?"

"How does the government propose to monitor its new order limiting the by-catch to 20 per cent? "When one of these boats has been out for nine or ten days the catch is like soup and there is no way of saying what proportion of haddock or whiting, or anything else, has gone to make it up."

"The only thing that can eliminate this is an exclusive 50-mile limit for Britain, so that we can work out our own plan of conservation. "We have written to the government and everybody else we can think of without any effect. We can only hope to street as much attention as we can. We must have a 50-mile limit if Shetland is to be left with a fishing industry."



Shell is catching

Shell marine oils are as much a part of the sea as these fish.

Britain's top trawlermen rely on Shell to help them bring home a consistently fine catch. And once in port, they look to Shell again for the on-the-spot servicing today's trawlermen need.

At Grimsby, Lowestoft, Fleetwood,

Hull and Aberdeen, Shell are the main bulk oil suppliers. Elsewhere, they're ready at the dockside of every major fishing port.

Even while you're at sea, Shell technology is on call. Extensive research facilities are there to help you.

With so much at stake, it pays to pick Shell.

SHELL MARINE LUBRICANTS



Shocks boost catch

DETAILS of an encouraging experiment aimed at increasing the catch rate of Norway lobsters and flat fish are contained in the latest edition of the *Scottish Sea Fisheries Bulletin*, No. 43.

The experiments, which have been carried out by Aberdeen's Marine Laboratory, have demonstrated that by using an electric stimulus the lobsters can be forced to leave their burrows on the seabed to flee from the electrified zone.

As the lobsters can only be caught at certain times of the day when the light conditions are favourable, the experiments have shown that the catch rates can be increased. Experimental trawling was carried out with electrified gear but, as the method was not selective in its catching, there could be a conservation problem.

In another article in the Bulletin, Dr. J. R. Sargent, of the Institute of Marine Biochemistry at Aberdeen, offers a number of suggestions as to why an area of the North Sea off Aberdeen turned 'milky white'. This sighting was reported by skippers in the area in 1975 and various tests on samples of the water showed wax esther to be present.

BOSTON SHIPS OFF TO GREENLAND

AFTER the three Boston ships' disastrous trips to Newfoundland, the company has been forced into risking Boston Comanche and William Wilberforce on month-long voyages to East Greenland.

This is seen as the only alternative to laying them up along with Prince Charles and Boston Concord.

Both Greenland trips were scheduled to start this weekend, with cod the priority catch in these difficult waters.

The third Newfoundland tripper, Boston Boeing, returned to fishing last Friday when she left for the Norway coast.

Meanwhile, Volcanus and Prince Philip have been switched from distant waters to the Westeries.

As with all distant water owners, the company is attempting to be very cautious over its cod catches from the Norway coast and White Seas to eke out the quotas when they are agreed by the EEC for 1977.

Boston Deep Sea Fisheries' Boston Phantom, the trawler at the centre of the crewing dispute last week when seven

deckhands each received 56-day suspensions for refusing to work, has been given another chance on the Westeries.

The 431-ton vessel had been on a middle water trip off the west of Scotland mid the Faroes, mainly on the look out for blue ling.

After three hauls the iron demanded a guaranteed settling and, when this was refused, Boston Phantom was forced back to Grimsby.

She was one of three trawlers which Boston's limited had undergone conversion for pelagic fishing earlier this year and until her last trip, which sold for 13,500, had successfully operated on the distant water grounds.

The vessel is scheduled to leave Grimsby for the Westeries this week.



Boston Phantom returning to the Westeries.

Canadian herring could save jobs

THE Government is considering the possibility of herring being imported to meet the needs of processors.

Hugh Brown, under secretary for Scotland, mentioned the possibility of imports of herring from Canada when he spoke in a Commons committee which approved orders to implement the North Sea herring ban.

Mr. Brown said: "The Secretary of State (Mr. Millan) met a deputation on February 3 consisting of herring catchers, buyers and processors.

"The pertinent point that emerged was that, in order to keep the processors working,

it might be necessary to import herring.

"That sounds ridiculous, but if we want to keep jobs and preserve the continuity of the markets that some good and efficient firms have established, we even have to consider importing herring from Canada."

The Government is considering the effect of existing tariffs on the importation of herring. This illustrated that they must look at job opportunities and investment in the processing industry.

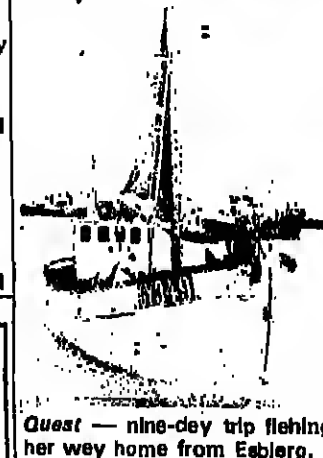
Alan Beith, Liberal MP for Berwick upon Tweed, appended — but got an unsympathetic response from the minister — for special con-

cessions for local fishermen to fish local herring stocks like the Longstone stock.

Alick Buchanan-Smith, (Con, North Angus and Mearns) emphasised the need for 100 per cent certainty that the order would be enforced against foreign boats as effectively as against United Kingdom boats.

Douglas Henderson (Soc Nat, East Aberdeenshire) urged the Minister to do more to get the re-occupation of fishermen in reporting suspected violations of limits or other fishing orders. There was an opportunity for the Government to get thousands of unemployed servants who would be delighted at the chance.

'QUEST' BEATS STRIKE



Quest — nine-day trip fishing her way home from Eabjerg.

THE 58 ft. anchor-solner Quest, bought early this month by the Christensen Fishing Co. Ltd., of Grimsby from owners at Eabjerg, Denmark, has landed her maiden trip at the port four days only.

She had to put short her fishing and haul for her new home port at short notice when it was made known that there would be no Monday market this week because of the humpers' one-day taken strike in protest against the proposed closure of Preston Docks.

It had been planned to land Quest on Monday last, instead, agent Sam Chapman & Co. Ltd. changed plans and brought her landing forward to last Friday.

The 43-ton vessel has a Deutz 214 bhp, air-cooled, 12-cylinder main engine, the only one of its kind in a Grimsby vessel.

After encountering some terrible weather when after leaving Eabjerg, and then very slack fishing, she made 11,907 from 52 kits. Skipper-owner Aage Christensen commands Quest.

Russians: splitting hair

WITH THE interim agreement with the Russians running out shortly the satting up of long-term deal in Brussels is running into some big problems.

While talks are proving exceedingly tough, under-secretary of State for Scotland, Hugh Brown, told *Fishing News* last week that he is confident there will be a satisfactory outcome.

At a meeting of the statutory instruments committee in the House of Commons last week, Mr. Brown prepared to again take up the issue raised by *Fishing News* over the strength of Russian fishing effort under the present agreement.

Instead, he suggested that it would save the Committee's time if he spoke to the Parliament, a correspondent later to clear up the different interpretations of the deal.

After the meeting of the committee, he said that he did not wish to enter into a long wrangle with *Fishing News*. They stand by their story. Perhaps I could say why I stand by mine.

Their original report said that 42 trawlers up to 1,000 GRT can be used at any one time, with 27 in the 1,000 — 2,000 GRT range and 17 over 2,000 GRT.

Fishing News of March 11 said that the correct figures were 42, 25 and 17 respectively. The factual position is that the USSR could deploy at any one time, 42 licensed vessels of under 1,000 GRT or 25 of 1,000 — 2,000 GRT or 17 over 2,000 GRT.

Any vessel which was used had first to be licensed and, if 42 vessels of less than 1,000 GRT were used, no others could be deployed. That was

why he had said that the *Fishing News* article of February 25 was misleading. In fact the USSR total licensed effort, the equivalent of 27 vessels between 2,000 and 3,000 GRT, consisted of a mix of boat sizes. Even if all of the smallest boats for which the USSR had been granted licences were to be used at once, the maximum number which could fish at any one time would be 32 vessels, made up of 24 under 1,000 GRT (equivalent to 9.8 "standard vessels"), one of 1,000 — 2,000 GRT (equivalent to 0.11) and seven of over 2,000 GRT (equivalent to seven).

Mr. Brown said: "The number in use is likely to be the smaller, in fact, since the USSR may prefer to use large vessels more than small ones. Apart from this, there are also restrictions on the number of vessels of particular fishing power."

While Mr. Brown was at the time and from the plain his interpretation of the Russian deal, he seemed to agree — at least for one small example — with our.

Mr. Brown was clear that, as our own 42 trawlers under 1,000 GRT, one time, or 17 over 2,000 GRT, the only difference in the figures is 25 in the 1,000 to 2,000 GRT range where we stated there be 27.

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Merchants hit out at lumpers' one day strike

GRIMSBY, Hull. Fleetwood and Aberdeen markets were brought to a halt on Monday this week when lumpers took part in a one-day token strike.

The strike was in answer to a national appeal from the Transport and General Workers' Union over the planned closure of the local authority docks at Preston, Lancashire.

At Grimsby there were angry reactions from the port's fish merchants.

George Coulbeck, chairman of the Grimsby Fish Merchants' Association, said the merchants were angry and frustrated over the lumpers' decision to support the national call for the one-day stoppage.

He wished to make it clear that the suspension of the association's transport scheme for distributing fish on a UK basis was in no way the fault of the trawler owners or the merchants.

One merchant told *Fishing News* that some had fish from frozen stocks available for distribution, but made heavy losses in retaining normal services.

At Hull there was no fish landed from Friday to Monday. However, about 1,800 boxes of fish arrived overland on Monday from Bridlington and some Scottish inshore ports which met a keen demand.

Hamling's St. Gerontius was forced to land one day late at Hull due to the strike

and put ashore 1,067 kits to make £48,919.

Geoff Anderson, president of the Fleetwood Fish Merchants' Association, said before the strike: "This is another nail in Fleetwood's coffin. Fleetwood can ill afford yet another blank day."

"The recent supply situation has meant for much blank days than we can afford as a port — and now this! Some ports are not affected by the strike so they will grab some of Fleetwood's business."

Dredger blocks harbour

FISHERMEN at Christchurch are protesting that sand dredged to build up Bournemouth beach has now been swept away by tides and is blocking the entrance to Christchurch harbour.

The fishermen will ask Bournemouth Council, through their MP, to reclaim its sand. The sand is also said to have killed off prime fishing morka and nursery beds.

THE Colne Group's *Olivea*, a 254-ton trawler built in 1954, is likely to be renamed *Mustique*. The vessel is currently undergoing conversion for work as a rig-and-bye vessel.

TIME TO BE PARTNERS

LETTERS

and 'all' is going for fish meal.

Mr. Crawford obviously doesn't know what he is talking about when he makes such empty accusations. The Denes have not increased their fishing effort. In fact, the Denes are trying as hard as they can to find other ways of fishing and for different kinds of fish — both for the edible and industrial sides of the industry.

If Mr. Crawford thinks back just one year, he may remember there was an article in *Fishing News* about 10 or 12 large Norwegian vessels, which had caught as many sprats in one week as the whole North Shetland fleet could catch in a season.

This is something the Denes have never been able to manage. But, maybe Mr. Crawford is afraid of trading on Norwegian toes because a few English trawlers are allowed to fish in Norway's Economic Zone.

The other thing I would like to comment on, from the same article, is the statement by Leslie Cunningham of Exmouth, Devon. He pointed out "the large Danish Government investment in the fisheries there". Where is "there"? It must be down in Devon the Danish Government has invested its money, because it certainly is not in Denmark.

Anyone who knows the least thing about the Danish fishing

industry knows that the industry in Denmark does not get any subsidy of any kind to any factories or any ships.

I think that it's about time that, instead of being enemies inside the Common Market, the Denes and English started acting as partners.

Then, maybe some day in the near future, we can avoid the misunderstandings and doubts about the Danish fishing industry which many fishermen in England have at the moment.

David Hill,
Representative for the
Esbjerg Fishermen's
Organisation (crews),
Esbjerg.

MARKER DRIFTS

THE Runnelstone buoy, marking a group of dangerous rocks near Lands End, has drifted almost two miles from its charted position during recent gales.

It is one of Cornwall's most well-known sea marks, particularly to local fishermen who come around Lands End from the North.

Recent gales, with strong sea swells, have brought problems to Trinity House in replacing the buoy, and the Trinity House vessel *Stella* has been waiting for the weather to moderate.

'Stirling' smashes port's middle water record

FLEETWOOD'S middle water record was smashed last week when the Boston Deep Sea Fisheries stern trawler *Boston Stirling* returned from the west of Ireland grounds.

She had 885 kits, including more than 500 of cod and pollock, 200 of haddock, 65 of coley and 10 of doge, to make 228,044.

Skipper Bill Bridge, who in recent trips has been working the Norwegian coast and White Sea, took his command to his old haunts on the middle-water grounds. After only 11 days he returned with

Gales hit Milford landings

MILFORD Haven's trawlers had a rough ride last week with gales on the Irish Sea grounds forcing boats home with mainly small catches.

Top ship of the week was *Rosevear* (Skipper Alex Simpson) which landed 131 kits for a grossing of £5,065.

On the same day *Jadestar* (Skipper Jim Brodie) made £4,400 from 121 kits. Between them the vessels had a total of 120 of cod, 20 of whiting, 75 of roker, three of turbot and brill, two of plaice and two of sole.

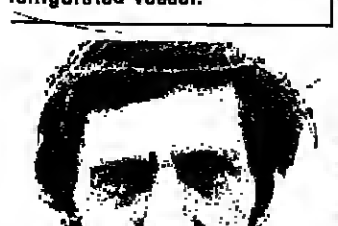
On the following day, *Georgina Wilson* (Skipper Tom Smith) landed 59 kits, including 10 of cod, 15 of whiting, 30 of roker and one of sole, which sold for £2,240.

Completing the week's landings was *Picton Sealion* (Skipper Trevor Salter) making £3,220 from 72 kits.

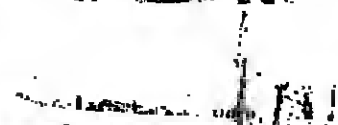
Fifteen of cod, 10 of whiting, 45 of roker, two of turbot and brill, two of plaice and two of sole were the vessel's main varieties.

There was extra activity in the docks last week with the arrival of the Hull freezer *Princess Anne* and *St. Benedict* with a total of 1,000 tons of mackerel. This was unloaded into a refrigerated vessel for shipment abroad.

This is the second time these two freezer have been into the port to offload mackerel into a refrigerated vessel.



Left: Skipper Roger Younger who commands the former Irish-owned *Green Valley* (below).



his record breaking trip. Donnie Bond, general manager at Fleetwood for Boston, said: "It was a marvellous trip, a credit to the skipper and crew."

There was further cause for satisfaction in Fleetwood's Boston section when the side trawler *Boston Explorer* (Skipper Bill Anderson) returned from the White Sea and Norwegian Coast grounds with 1,377 kits, grossing £38,638 — a new record for a vessel of her class.

Her catch consisted mainly of cod, but there were also more than 100 kits of quality haddock included.

It was a different story for many of the other vessels which landed. They met the good markets, but unfortunately, in most cases, they did not have the catches to take advantage of them. But quality cod from the Irish Sea grounds helped some vessels to good grossings.

The pocket trawler *Craigillar* (Skipper John Jackson) had more than 75 kits of the variety in her total of 106, which sold for £3,251. On the same day *Resilience* (Skipper Don Bailey) landed 141 kits to make £2,965.

But it was *Kathia* which was

the most outstanding record breaker. On the Wednesday a kit from *Andrew Wilson* made more than £100 — a new port high for the variety, but on the following day *Londun Town* landed a small quantity and this went up to £113 a kit.

The buyers were the Oban Fish Selling Co. Ltd., and the man who bought it was Alan Welsh.

He said: "The fish is going to Bilsborough's wholesale fish merchants at Preston. They are prepared to pay for quality fish and make it at a premium at the moment."

"I don't see how ever coming down again because of the demand from Europe for quality. As long as it is good fish it will always make very, very good money."



Kathia and *Luna*, the two ex-Boston ships.

STILL WAITING...

THE Fleetwood side trawler *Boston Marauder* and *Boston Attacker*, which were sold by Boston Deep Sea Fisheries Ltd. in foreign buyers at the start of the year, are expected to sail from the port soon.

They are to go to the Continent to have refrigeration equipment fitted before sailing on to Monrovia in Liberia from where they are to operate. They are now registered under the Panamanian flag.

Boston Marauder has now been renamed *Luna*, while *Boston Attacker* has been given the name *Kathia*.

'Valley' gets off to a good start

THE FORMER Irish-owned seiner-trawler *Green Valley*, converted into a pair trawler for the Bantry Fishing Co. Ltd. of Grimsby, completed an excellent 16-day trip with her partner *Poul Antony* at Grimsby last week.

The team made a combined grossing of £17,806 from 696 kits, including over 350 kits of coley and about 250 of cod, on the North Sea grounds.

The 90-ton *Green Valley*, with a new fishroom capable of carrying about 800 kits, was just on half-full with 396 kits which sold through the Danbrit agency for just short of £10,000.

Skipper Roger Younger, a former deep water skipper with HUT, told *Fishing News* he had no regrets about moving down to the smaller vessels.

"I am more than happy with HUT, told *Fishing News* he had no regrets about moving down to the smaller vessels."

Left: Skipper Roger Younger who commands the former Irish-owned *Green Valley* (below).



with her — apart from a few minor problems, which we soon got over, we had no complications at all."

Green Valley was built at Buckie in 1969 for the Chambers family and for several years was one of Ireland's top herring boats. She is already equipped with a Simrad SK3 sonar and fishpule.

Her main engine is a 425 bhp Caterpillar which caused a few problems when towing as *Poul Antony* is engine by only a 230 bhp Gardner, but the pair quickly sorted this out.

It is over a year since Skipper Younger decided the writing was on the wall as regards distant water fishing and he made the move into pair trawling.

In that time he has been gaining a mastery of the

techniques of white fishing in *Mohave* and *Seacher* and, also, put in a few months with *Mulove* on the south-west mackerel.

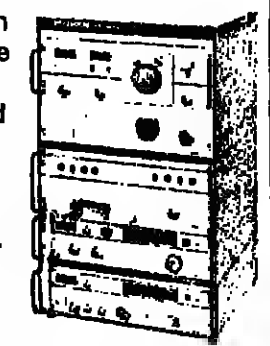
Green Valley is his first command and with Skipper Frankie Josephson of *Poul Antony* already one of Grimsby's most adept pair skippers, the new partnership could be one of Grimsby's best.

Poul Antony operates through the A. E. Richardson & Co. Ltd. agency.

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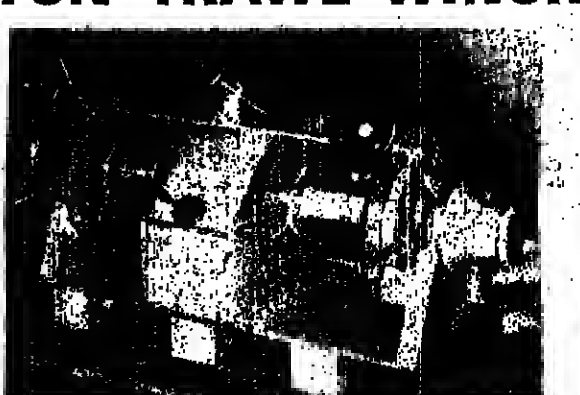
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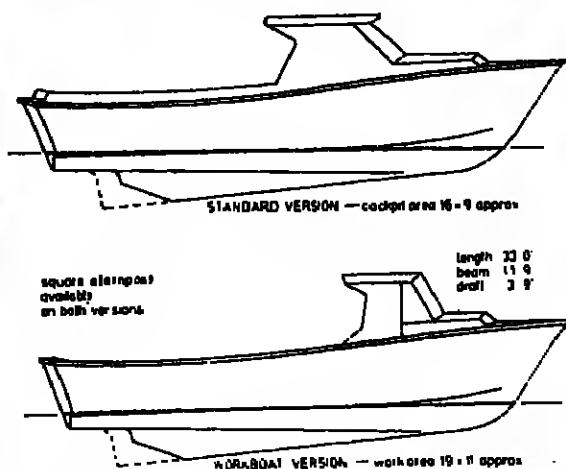
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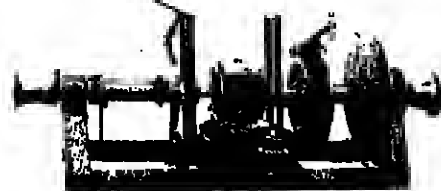


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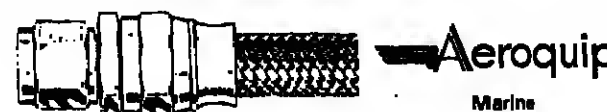
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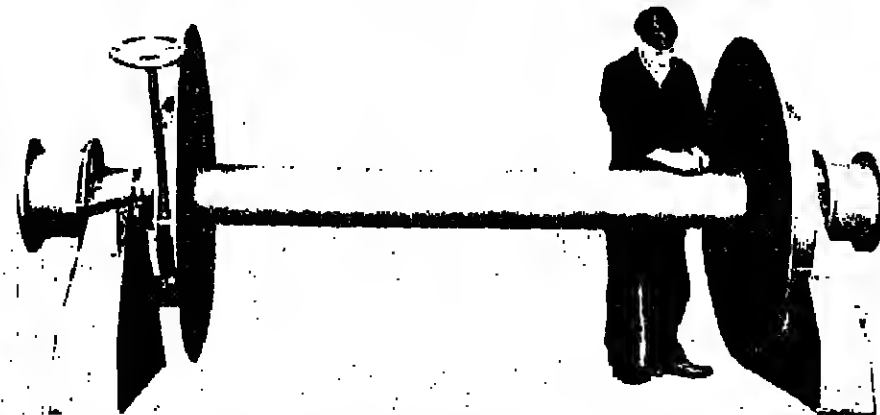


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John Burgess' Log



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Dimple

Here is what one expert says about the procedure. You will see a dimple in the sand or mud about nine inches away from each cast. If you sink the fork a couple of in-

ches or so into the dimple, the fork will sink into the sand and come up with a lugworm.

This indicates that a U-shaped burrow has been made between that cast and a dimple.

If you then remove the fork from the dimple of the tunnel and, necessary, dredge towards the cast, you should capture worms.

Personally, I am not sure that this technique is always practicable as though it may be best theory. It is likely as you are digging when you are digging and that means you are digging water bubbling from the cast.

Also it is doubtful whether it is prudent to give a warning of your presence by rucking your fork backwards and forwards in a dimple.

Speed

You are likely to be able to get all the worms you need at a satisfactory rate if you dig quickly and use a dimple, and up turn a forkful as quickly as you can.

Speed from the moment you start to sink your fork into the sand until you complete the successful digging, the worms can disappear as quickly as they are dug.

To keep them alive use a bucket of seawater and put the worms in it as soon as you dig them. They will live in it for a long time.

Recalling some of the stories which appeared in our columns this week 50 years ago.

CHOPPING knife 12 1/2 in. long found in stomach of giant skink landed at Oban.

ONE of Grimsby's oldest boatbuilders, Mr. J. W. Kitching, dies.

GREEN Howard, one of two new trawlers built by Cochrane and Son for Consolidated SF Co., arrives at Grimsby after trials.

SMITH'S potato crisps suggested as a new product for a large and quick turnover for retailers.

MAYOR settles dispute between Plymouth fisherman and merchants over rail delivered fish at the port.

YARMOUTH owners, Fenner Ltd., sell its fleet of steam drifters.

TWO Faroese smacks collide, drowning seven crewmen.

£900 still needed to open new Fishermen's Institute at Folkestone.

SINKER MOULD

"CAN YOU help us with a problem? We can locate a firm which supplies moulds for sinking 2, 3, 4 and 5 lb. shaped lead sinkers."

If you know of one, should be grateful for its name and address.

Either Spencer Ltd., Kewick Road, Pwllheli, Gwynedd, or Buckle's Ltd., 11 Church Road, Bridlington, North Humberside, are likely to be able to supply you with the moulds you want.

ANY QUESTIONS?

IF YOU have any queries about boats, equipment, or methods, John Burgess is always prepared to try to answer them if they are in a stamped addressed envelope for reply.

fish handling

PROCESSING AND MARKETING

ISLAND GIVES GO-AHEAD FOR DRYING PLANT

THE £4 MILLION fish drying factory and plant planned for Breasdale, Isle of Lewis, by a Norwegian firm in partnership with the Highlands and Islands Development Board could be in operation by spring 1978. The Western Isles Council approved the planning application for the development last week and the board has now applied to the Secretary of State for Scotland for permission to go ahead.

The main species to be processed is white ling. As this fish is only available between April and September, it is planned to also use saithe, blue ling, turbot, blue whiting and mackerel. These fish are not at present subject to quota restrictions.

The factory would require an annual throughput of 4,500 tons of wet fish to reach break-even point and it is hoped to achieve 6,000 tons after three years, with a maximum of 7,500 tons.

The factory would be curing fish principally by drying, but with some element of salting. Specialised drying machines will be used.

The bulk of the products from the factory are to be exported mainly to Scandinavia, Italy and Africa. It is also hoped to produce 'lutefisk' from dried ling fillets. This is a delicacy in Sweden, and to a lesser extent in Finland, which is both expensive and profitable. There

may also be a fish meal plant in the long-term.

The plant is expected to employ a full-time labour force of 34, plus 16 on a part-time basis. If permission from the Scottish Secretary is granted quickly, building work would start almost immediately, with the aim of having a watertight building by the autumn. The processing machines could then be installed during the winter.

The project, although generally welcomed, has been treated with a great deal of scepticism by fishermen's organisations. They point out that the local fishing fleet has neither the required size of boats, nor the necessary experience in long line fishing, to keep the factory supplied.

Most of the catching will have to be done by foreign boats.

The Scottish Fishermen's Organisation summed up by saying: "It would seem to us that the project is a non-starter on the grounds of supply and other bodies, including the WFA, also have grave reservations about the viability of the project."

The Stornoway Fishermen's Port Committee states: "There is a strong suspicion among Lewis fishermen that the Norwegians will attempt to gain access to our exclusive

Salvesen

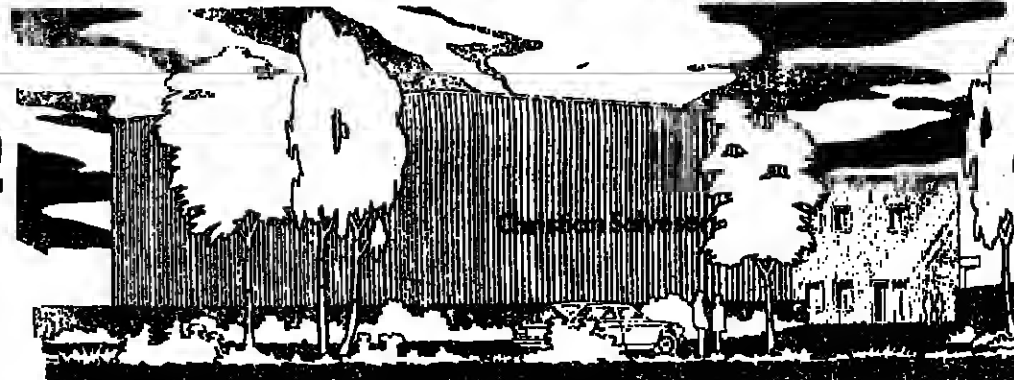
move into Boulogne

COLD STORE operators, Christian Salvesen Ltd., has taken its first step outside the UK. A 20,000 cubic metre cold store is to be built in Boulogne — top fishing port in France.

The 21.2m store will be located on the 'La Trésorerie' industrial estate at Boulogne-sur-Mer.

The choice of Boulogne as a site reflects plans by DATAR (the French regional development agency) and the local Chamber of Commerce to develop the port as one of Europe's major frozen food centres.

Construction work will be undertaken by Smith and Partners of Burton-on-Trent, England, using local French sub-contractors. Smith has built almost all of the 12 cold stores owned by Salvesen in the UK.



When completed in late 1977, the Boulogne cold store will be equipped with the most modern storage and handling facilities, including mobile racking and temperature controlled closed loading bays. In a second phase, Salvesen intends to include processing facilities for fish, vegetables, meat and prepared meals, as well as agricultural products from the hinterland.

Boulogne freezing expansion — page 10.

UNION COLD STORAGE

FISH PROCESSING & STORAGE

Fish processing storage at Aberdeen Cold Storage Co. Ltd. Canon Cold Storage Ltd. Union Cold Storage Co. Ltd.: Avonmouth, Glasgow and Hull (packaging)



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HEALTH TICKET CHARGES ROW

FLEETWOOD fish merchants have protested about new inspection charges imposed by Wyre Council on fish for export to France.

The inspections follow a decree by the French government that fish exporters must have their fish checked and certified before it is allowed into France.

Wyre Council's health committee had decided to charge £2 for each check by their inspectors. A letter from Fleetwood Fish Merchants' Association, considered by the committee at its last meeting, said that the charges had caused resentment and were no good for fish exports. One merchant estimated that it would increase his annual expenses by £1,000.

Chief environmental health officer, Mr. D. R. McCulloch,

said that the sum is "a bit of an exaggerated figure".

He said the inspection work involved about 14 hours' work daily and the overall cost to his department was about £1,658 at the current level of demand. Certificate fees elsewhere ranged from £1 to £3, although Grimsby and Aberdeen had not yet decided

on their charges.

The merchants' claims were countered by the committee chairman, Coun J. D. Grimsby, who said it is purely a service to help them sell fish "and they want it for free".

Mr. McCulloch said that they had been asked to do the inspections by the Department of Health as an aid to exports.

Smokie trouble

AFTER a bad winter Arbroath's smokie industry is now getting into deeper trouble.

Scarcity of fish locally has temporarily forced many small fish merchants out of the business, while others are buying their supplies from Peterhead at high prices.

Mr. E. D. Smith, chairman of Arbroath Fishermen's Association, said "This has been an exceptionally bad

time for fishing. Many local boats are now fishing out of Peterhead".

Fish merchant, Joe Heenan, said: "Fish are scarce, thin and very dear. Very few haddocks are being landed these days at Arbroath."

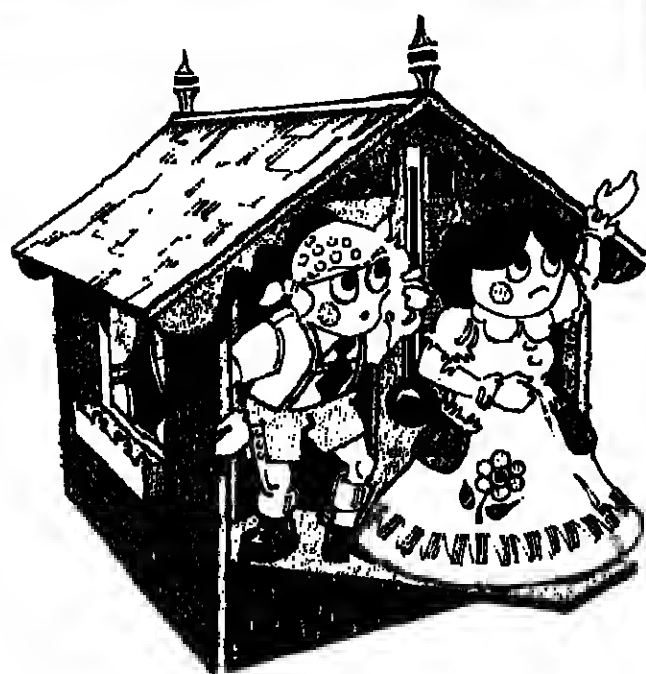
Many Arbroath boats are fishing out of Peterhead, but it means high prices and smokies selling at 46 to 48p per lb. This is the worst March for many years."

Engine search

"CAN YOU help us with a problem? We can locate a firm which supplies moulds for sinking 2, 3, 4 and 5 lb. shaped lead sinkers."

If you know of one, should be grateful for its name and address.

FISH HANDLING, processing and marketing



What's happening to Britain's climate?

Long hot summers can play havoc with inefficient refrigeration equipment as many users have found to their cost. The way to safeguard valuable stock and take the heat out of a sticky situation is to call in Prestcold . . . before trouble occurs.

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Modest mackerel a lifesaver... FOR THE FIRM THAT KEPT ON SMOKING

GRIMSBY FISH curers have long represented a pinnacle of skill in the ancient art of smoking. The fish docks and the surrounding areas are thronged with smoke houses identified by banks of gently swaying kiln cowl out-topping roofs on the irregular Grimsby skyline.

At one time up to 15% of all deep-sea fish landed at the Humber port, plus vast quantities of herrings for kippering, ended up in the smoke holes below. But the decline of the herring industry, the run-down of the distant water fleets, and the growing demand from the housewife for convenience fish products have had a serious effect upon smoking in the 'seventies at Grimsby.

Faced with these threats one of Grimsby's best-known curers, Ernest Cox (Grimsby) Ltd., with a national reputation for quality finnan haddock based on almost a century of experience, realised three years ago that its survival could well depend on the introduction of a new product. It had to come from a substitute fish as acceptable as the traditional smoked fish best-sellers; moreover supplies of the fish had to be plentiful and, with 200-mile limits on the horizon, the firm took a long look at home-produced trout and the abundant mackerel in our own waters off the Westcountry.

At that time most British-caught mackerel found its way on to continental tables and, although smoked mackerel had been tried before, somehow it had failed to fire the enthusiasm of the British housewife or caterer.

Trout clearly looked the safer bet, but undaunted managing director Graham Peers and fellow director and factory manager Kenneth Mumby-Croft went for the mackerel. They believed Cox's skilled staff and production methods could develop a product which eventually would become an acceptable selling line.

Line-caught

Contacts were made at Falmouth and Newlyn with Cornish fishermen for the supply of graded line-caught whole fish. Encouraged by the two directors, production of a headless, gutted whole fish began. It was not instantly successful, but the persistence of the sales staff, selling hot-smoked mackerel for the first time through existing accounts without a massive advertising campaign, gradually gathered momentum.

Taking up the story Mr. Mumby-Croft told *Fishing News* the turning point came about five or six months after the whole fish had been launched. A request came in for ready-cooked smoked mackerel fillets and suddenly Ernest Cox (Grimsby) Ltd. was on a winner.

Sales soared as the plant went flat out to meet the demand. In less than three years smoked mackerel fillets were outselling the renowned 'Cox's Finnan' and as a ready-cooked product it was fast becoming a delicious new taste in restaurants,



Director and factory manager, Kenneth Mumby-Croft, who was responsible for much of the pioneer work.

delicatessens, 'wine and dine' establishments and above all was catching on with the housewife.

Mr. Mumby-Croft pointed out here that an important factor is that the product needs no cooking by the housewife and is without any wastage or leftovers. It is superb cold with a salad, or equally as good when lightly grilled, and while many consider it an inexpensive alternative to smoked salmon it also makes up into a first-rate pâté.

Throughout the Cornish season from September until the end of February, the firm takes a weekly delivery of 25 to 35-tonnes of graded whole fish.

The fish arrive by road trucker and within 12 hours of being caught are being processed at Grimsby. It is only during the autumn and winter that the fish have the high oil content (usually between 16% and 22%) vital to the succulent taste, although it can drop to a minimum of 12% and still produce an acceptable product.

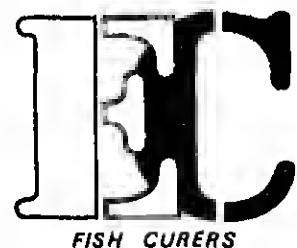
To ensure year-round production from high oil con-

stant fish, Ernest Cox stockpiles mackerel from the winter in cold stores. This season frozen supplies, carefully graded, have come from the B.U.T. freezer trawler *Orsino* and at the end of February Cox's had something like 700 tonnes in store for out of season production.

Rising price

The demand for quality fish has been so competitive this season with rival producers turning to mackerel that the firm has paid on average of £40 per tonne more for mackerel over last winter's price; nevertheless it is still reasonably priced in the shops.

Processing takes just over three hours. The fish are filleted and cleaned and the fillets are placed in a 70% brine bath for about three minutes. They are then speed cut on a horizontal wire-



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FISH HANDLING, processing and marketing

'horses') before entering the kilns. Each rack holds about 50-stones of fillets and the Afos kilns, specially introduced for mackerel, cope with 100 stones, or two racks, every 24 to 30 hours.

The firm had developed its own specialist techniques for the 'cooking' and with so many rivals attempting to copy this delicious taste it would be wrong to divulge too much. Sufficient to say the 'cooking' comprises a three stage process where temperatures and smoke are carefully controlled.

Once out of the kilns the fillets are allowed to cool naturally to prevent sweating and then the ready-cooked fillets, averaging between 4 and 6 oz., are graded and packed, often to individual customer requirements, in interleaved 7 lb. boxes.

The packers have an uncanny eye for accuracy and check-weighing on scales is usually little more than a formality. Working at an amazing speed two girls will clear a 'horse' in 20 minutes. Of the original whole fish 50% goes for offal in the filleting and a further 10% weight loss goes in the cure.

The firm still produces a whole headless and gutted hot-smoked mackerel, individually packaged in polythene sleeves.

The preparation varies in the brine soaking, which lasts for 50 to 60 minutes, and the fish are 'rodded' up for vertical smoking on the racks, otherwise the processes are identical.

A major selling point with Ernest Cox ready-cooked mackerel, whether fillets or whole fish, is that no dyes or artificial colouring is used in the production and the rich, appetising appearance is produced by a completely natural cure. The firm is also supplying its associate company, Fish Products Ltd., of Grimsby, with mackerel smoked and ready-cooked fillets for free-



Above: factory foreman, Jack Atkinson, in the smoky atmosphere of the kiln room inspecting mackerel fillets. Far right: in the mackerel fillet packaging department. Fillets are being interleaved.



this way

or that way

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BAADER 161
BAADER 162
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BAADER 159

Gutting

without throat cut or with throat cut, head on or head off, on the other hand the heading cut in different variations: — with adhering collar bones or with separated collar bones. For all cutting methods BAADER has the right gutting machine.

BAADER 160 guts without throat cut. It was designed as a gutting machine only, robust, simple and appropriate.

BAADER 166 and BAADER 162 gut with throat cut in different ranges of fish sizes. Both machines are also capable of heading by means of the round cut, the collar bones remain at the fish. Another type of machine removes the head together with the collar bones prior to gutting by one straight cut, that means throat cut and heading cut in one operation, then the machines are called BAADER 160 and BAADER 161.

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Taste for hake is growing...

AS THE price of cod climbs there are signs that hake could be taking over as the most popular fish on the family plate.

According to Findus, sales of hake in the Eastern Counties of England have jumped by 300 per cent in the last year.

Findus' thinking on the reasons for this change were given by marketing manager, David Barlow. He said: "The pronounced

flavour of hake is a very regional taste, normally associated with Wales and the West. But we are now witnessing an upsurge in consumption in the Eastern Counties.

"In the past, this area has never appeared to have shown a strong bias towards any particular species of fish and this could be one of the reasons why the economical hake is becoming more popular here."

OBITUARY

ONE of Ireland's best-known herring dealers, James McBurney of Annelong, died earlier this month.

Mr. McBurney (77) was involved for the whole of his life in the fish business and amassed a knowledge of herring which was quite unparalleled in Ireland since the 1910s.

During his career he became very highly respected by all who knew him, not only for his great knowledge of the business, but also for the honesty and integrity with which he transacted all his affairs.

Although retired at the time of his death, Mr. McBurney kept interest in the fishing industry.

A partner in the firm McBurney & Co., he had

FISH HANDLING, processing and marketing

SCAMPI DEVELOPMENT IN SCOTLAND

PIONEERING some of the most advanced methods of scampi production is the west coast firm of Scottish Seafoods. This is one of five processing plants operated by the Young Group of Companies in Scotland.

The opening of a £500,000 extension at the Annan factory by the Secretary of State for Scotland, Bruce Millan, (Fishing News, February 25) underlined the rise to prominence of the once humble nephrop.

From a small shellfish factory which was originally set up to produce potted shrimps, has grown the largest scampi plant in the UK employing over 400 people.

The sudden growth in the scampi market is reflected in the price of nephrop from which the product is made. Just three years ago these were fetching around £3 a stone. Now they average out

at £12 to £25 a stone. Last week nephrops were breaking all records at Mallaig, where one boat made £40.00 a stone.

Over the next year, fish worth £3 m. will be coming into the factory. The peak of the scampi season runs from April-October and so the factory is also fast building up a scallop production line and will also be handling queenies. Most of the scallop production is destined for the French market, with queenies going to the United States.

Main supplies for the scampi line come from Ayr, Girvan and Mallaig, on the west coast, as well as ports on

the east coast down to Blyth.

The scampi tails come into the factory in plastic boxes and they are weighed and machine graded. Next stop is the chill room, before they move on to the Frigacandia liquid nitrogen freezer which can deal with 100 stone an hour, freezing down to 200F.

After being weighed into 35lb. blocks, the nephrops pass through a glazing machine to prevent dehydration during freezing.

A three-shift system is operated at the factory and the main concentration of labour is centred on the hand peeling line. There are 102 of these expert ladies on the day-shift and 80 come in at night. Following an eight-week training course, a peeler will produce a 10lb. unit in an hour (approximately 10 a minute). Top speed peelers will produce nine to ten (10lb.) units a day.

When peeled and de-

veined the scampi tails are placed in bins on a conveyor belt which moves them along to an X-ray machine. Here, broken fish or fish with veins left in are revealed and rejected.

Development work is now being carried out at the factory with an automatic peeling machine. So far this machine has cost around £100,000 and, at this stage, Young's will only cautiously say: "We're slowly winning". While development of this machine is a long term project, it is not viewed as a replacement for high quality hand peeling.

The machine is hand-fed. Scampi tails pass on to a drum, where the vein is taken out, and then to a second drum for the extraction of the meat. Shells with any meat left in are automatically sorted out at the end of the operation.

In the fast freezing depart-

ment, Young's is also pushing ahead with new techniques. Apart from the standard Frigacandia liquid nitrogen systems at the factory, the plant is the first in the UK to employ CO₂ as a freezing agent.

The original work on this machine was undertaken by the firm of Trier of Sittingbourne, Kent. After £25,000 in development money had been put in by Young's, the Sittingbourne firm closed. So, it was decided to bring the machine to Annan, along with the development engineer who had worked on it.

The system is basically a hand freezer linked to a spiral freezer, working with an impulse feeding unit. Although there were initial problems with the link up of the hand and spiral system, these have now been overcome. Transfer of the product to the spiral freezer is achieved by using a

vibratory chute.

To speed freezing and aid the transfer operation, the carbon dioxide wraps the scampi tails in a frozen crust. This crust allows the product to move on the belt and, at the same time, helps to increase quality. The crust freezing process takes the product down to -80 deg C and the spiral freezer is the problem of a totora

As the CO₂ system has been taking at the opening of the plant, Young's is pushing ahead with the development on the belt. Work has started on a scampi factory at Campsie which is due for completion in the spring of 1978.

scale is not without its problems. The chief among them is the problem of a totora

and States end

shell-on tails are de-bayed by a vacuum machine reeled into six sizes they leave the factory. Shell-on product has the a of a fish finger pack time it is ready for the market.

ing the expansion of the plant, Young's is pushing ahead with the development on the belt. Work has started on a scampi factory at Campsie which is due for completion in the spring of 1978.

scale is not without its problems. The chief among them is the problem of a totora

As the CO₂ system has been taking at the opening of the plant, Young's is pushing ahead with the development on the belt. Work has started on a scampi factory at Campsie which is due for completion in the spring of 1978.

FISH HANDLING, processing and marketing



The scampi — also known as the Dublin Bay prawn (*Nephrops norvegicus*).



Above: the new extension to Young's Scottish Seafoods factory at Annan. The factory is the most modern shellfish plant in Europe.

Left: Scottish Secretary of State Bruce Millan (right), with Norman Young, on the opening day of the plant's extension.

Right: peeled scampi on the carbon dioxide belt before passing to the spiral freezer. Young's is the first firm in the UK to use the CO₂ system.



Above: 1 lb. bag of Young's individually frozen scampi. Three grades are available: 60, 35 and 25 to the lb. Below: peeling scampi — Young's prefers the traditional hand method.



EURO-link expands east coast firm

SCOTTISH scampi is being exported to many parts of Europe from a small but thriving processing firm in the Fife village of Anstruther.

With a turnover last year of just short of £1 million, Fleming's Scottish Scampi Ltd. provides employment for about 70 people, and extensions now being built will enable more people to be taken on in the near future.

Founded by John Fleming in the mid-1960s, the firm began to look into the export market in 1969 and business has steadily grown. Today, the company has important outlets in Germany, France, Spain and Italy.

Some four or five years ago the firm linked up with Etruria S.P.A. of Italy, which now has a half share in the business in partnership with John Fleming.

The link between the two concerns provides mutual benefits in that Etruria market Fleming's products in Italy, while Fleming's is able to handle the Italian firm's products in this country.

Some 80 per cent of Fleming's products are sent abroad and the most popular line is whole uncooked frozen nephrops packed in one kilo cartons.

The firm is able to handle up to 2,000 kilos of whole fish a day and in addition buys nephrop tails for freezing shell on or unshelled.

Catches are bought every day on a contract basis from boats based at the nearby port of Pittenweem where there is a year round trawl fishery for nephrops. Supplies are also obtained daily from the Isle of Skye where catches are collected from the boats by Portree Fisheries.

Nephrops from the west coast, especially the larger fish, are often caught in baited creels.

At the factory the heads-on fish are packed in the one kilo cartons before freezing and a grade mark on the carton indicates the number of fish it contains. According to the size, the number in a carton can vary from only four or five to as many as 60.

After passing through a nitrogen tunnel freezer the cartons are packed in ten kilo boxes ready for dispatch.

Germany

Nephrop tails with the shell on are frozen and graded in one kilo polythene bags and these are mainly popular in Germany and Italy.

Products from the shelled tails include breaded meat in one pound polythene bags for the home market.

At present a hired 40ft. French truck takes products to Italy once a fortnight. However, for deliveries in Britain and France, the firm has just invested in its own £16,000 refrigerated truck which can take a load of nine tons.

A nine-ton capacity truck was chosen as it allows customers to receive just the right amount of supplies they require once a fortnight.

Although scampi is the factory's main product it also buys monkfish, squid and Dover sole for freezing and export, these having been specially asked for by some of the firm's continental customers.

Speaking to Fishing News at Anstruther, Mr. Fleming said that his company was originally a haulage contractor specialising in fish transport.

At one stage a processor asked him if he would also buy fish from Scottish ports, but Mr. Fleming later decided to enter the fish processing business on his own account.

Beginning with a staff of eight women, the firm became operational in 1966 and the business has steadily expanded with the growth of its continental outlets.

The growth has been helped by the fall in value of the pound which has enabled Britain to sell more competitively in Europe, and the firm was given added impetus to sell abroad when there was a slump in the home market for scampi two or three years ago. Through its links with Etruria, Fleming's has been able to exhibit at international trade fairs. Last year its products were displayed at the Italian firm's stand at the food and processing show, Expo Actualites, in Paris.

As the firm's work has developed the factory has bought more modern equipment. It now has two cold stores of 16 and 80-ton capacity, and a BOC nitrogen tunnel freezer.

The blending machine is from Farnham and the boxes and cartons for packaging are from Field, Sons and Co. Ltd. of Killingworth, and William Thynes of Edinburgh.

Mr. Fleming told Fishing News that when the extensions to the factory are complete, the firm hopes to extend its buying activities to other ports.



A selection of products from Fleming's of Anstruther. Most of the firm's production is exported. Above: the firm's new £16,000 refrigerated truck delivered in Britain and France. The driver is John Buonal.



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FISH HANDLING, processing and marketing

FISH RE-FORMED IN ANY SHAPE

A PROCESSING line which turns out re-formed fish to any required shape or size has just been introduced by the Guylew Manufacturing Co. Ltd. of Norfolk.

Designed to handle white fish, successful trials have also been carried out on re-forming scampi.

The development of the five-unit system stemmed from the well-known Guylew Mark II

Superspeed Food Former which, although in wide use for forming fish cakes, has mainly been supplied to the meat industry.

Following demands from the meat trade for a machine to eliminate 'creaming' or breaking down of the texture of the product being formed, Guylew developed a new feeder scroll for this machine. This has a variable torque second stage

with the effect of only inducing the required amount of product into the shaping pockets.

It was immediately realised that the same principle could apply to re-forming delicate fish meat such as scampi and, so, a special scampi head was produced for the food former which, in combination with the new scroll, resulted in the first really successful scampi re-forming unit being installed.

Using polyphosphates, a dry matrix mix to hold this together, it became clear that any variety of fish meat could be processed through the former to create virtually any size or shape of fish portion. This is on least combination of a time when there is a general shortage of white fish and the potential of an over-abundance of such difficult-to-market varieties such as blue whiting.

For the fish processor who adequately supply lines of white fish, the line has the advantage in that it is no longer necessary to freeze the fish

FISH HANDLING, processing and marketing

How cockles came back to Billingsgate

EVER SINCE man started to get rid of his waste products by emptying them into the sea there has been a danger in eating filter-feeding molluscs such as oysters, mussels and cockles.

Over the years taboos, traditions and eventually laws have protected man from the consequences of his own actions. In certain cultures the consumption of shellfish was forbidden, in others its season limited to the cooler months when infections seemed less likely.

As man's knowledge of microbes grew, they laws designed to ensure the elimination of harmful organisms from the seafood were made.

In the Thames Estuary, cockles have long been produced from beds in an estuary which carries away to the sea the waste products of the many millions living in London and the Home Counties.

The more obviously polluted beds were subject to orders made by the Port of London Health Authority, which required cockles from those areas to be sterilised by steam before being sold for human consumption.

At the end of November and the early days of December last year, a number of outbreaks of food poisoning were reported and investigations into their cause were started by environmental health officers of the various local authorities involved, backed by the Public Health Laboratory Service.

These investigations are always prompted, the line of enquiry is to try and establish the organism which caused the illness by examining, bacteriologically, the patients' faeces and any food that may have been left over from the suspected meal.

Supply

Seafood cockles were the first established link; then it was narrowed to one ingredient in the cocktail — the cockles.

Enquiries now switched to the source of supply of the cockles and here the only factor which held good for all the outbreaks — which stretched from Southampton to Solihull and back again to Chichester — was that the cockles had originated at Leigh on Sea, Essex.

Insufficient labelling and the number of hands through

which the cockles had passed made it impossible to refine the investigation further to implicate or exonerate any particular producer.

In the week immediately before Christmas, officials at the Department of Health and Social Security had received notifications of some 29 separate incidents of food poisoning in which the common factor was cockles. At that stage 783 people were ill (later notifications brought the figures up to 33 outbreaks and 817 people).

It, therefore, decided to take what is for the department extreme action. It issued a health warning. That is it released to the media a statement in which it was said that there is a direct connection between the eating of cockles and the outbreaks of food poisoning.

Leigh was pin-pointed as the source and people were advised against eating cockles until the matter had been cleared up.

Among the authorities notified by the department was the Fishmongers' Company, whose officers are responsible for fish inspection in Billingsgate market, the principal selling point for Leigh cockles.

The company's inspector, Gerald Watkins, decided to

advise the company in view of the department's warning to use its ancient charter powers to stop the sale of cockles in the market. This was agreed and, in the early morning hours of Christmas Eve, the company closed existing stocks and forbade further arrivals. This effectively stopped distribution, an action which the local health authority and Southend District Council had been reluctant, or possibly unable, to do.

The health warning and action subsequent to it seems to have been effective. Only two outbreaks occurred following the health warning.

Hygiene

There was the Port Health Authority, responsible for ensuring that cockles from prescribed beds were adequately sterilised by steam, but apparently unaware of the deficiencies in this direction of the new monitoring system.

There was the District

Council, responsible for food hygiene but apparently able to tolerate a food processing industry without even a readily available sanitary conveniences.

There was the Public Health Laboratory Service which had not only been unable to demonstrate the causal organism, but had also in its previous monitoring of cockles been unable to detect the conditions which might well have given rise to the growth of contaminating organisms.

There were the ministries: Health with overall responsibilities and no effective executive powers; Agriculture and Fisheries, with its dual role representing fishermen through its district fisheries officer and as scientific adviser with officers from Bournemouth and Torrey.

Even the Thames Water Authority had an interest as its Public Health Division is responsible for the sewage discharges in to the estuary.

Lastly, the Fishmongers' Company was involved because whatever was decided would require its agreement before cockles could be sold in Billingsgate again.

In the absence of a demonstrable causal organism there was much speculation, but the generally agreed view that emerged as to how the whole problem started is this.

In November 1976 there was an outbreak of a form of gastroenteritis known as

Turn to page 18

product line

Sell your FROZEN FISH to the U.K. marketing experts...

Wm. Bennett suppliers of quality frozen foods to the U.K. catering industry are constantly seeking additions to their extensive range. At present they are interested in contacting suppliers of all classes of frozen fish in bulk.

If you would like to take advantage of the Bennett U.K. Marketing expertise, please contact -

A. J. Bennett Esq., Managing Director,

WM. BENNETT

Frozen Foods Limited
28 Orgrave Close, Gore House Industrial Estate, Handsworth, Sheffield S13 9NP. Telephone: 0742 667781. Telex: 54573.

STAINLESS STEEL CONVEYOR

A STAINLESS steel power belt conveyor has been designed and put into production by Wright Pugsion Ltd. of Dorchester, Dorset.

Products are carried on a food-quality, three-ply, 450mm wide white endless belt, running on stainless steel rollers throughout the length of the bed.

The geared, 3-phase motor drives the crowned stainless steel drive and idler rollers through a fully-guarded chain drive. Speeds between 16 and 80 fpm, or variable speed, are available to order. The stop/start control incorporates a low voltage cut-out.

Conveyor lengths can be specified between 2m. and 10m.; overall width, 850mm. One 60mm diameter stainless steel transfer roller is supplied with each conveyor.

Both ends of the conveyors are drilled and tapped to allow them to be attached to another conveyor or other piece of equipment.

Further details from: Wright Pugsion Ltd., Grove Trading Estate, Dorchester, Dorset DT1 1ST. Tel: Dorchester (0305) 5433.

The polished stainless steel conveyor from Wright Pugsion of Dorchester, Dorset.



StaPack automatic strapping machine in use on board a British United Trawlers freezer vessel.

BOX STRAPPING ON FREEZERS

THREE factory ships operated by British United Trawlers are using automatic polypropylene strapping machines on fillet cartons.

Supplied by Gordian Strapping Ltd. of Feltham, Middlesex, the machines were installed following an eight-week trial aboard *Kurd* while fishing off Newfoundland and in

the White Sea. A further result of the trial's success is that six SAP.7 machines have been installed by other trawler owners.

The machines have been installed as a replacement for hand-operated and semi-automatic wire strapping equipment. This type of equipment was labour intensive and had proved unable to cope with the output rate of fish caught, processed and packed at sea.

A further disadvantage was that wire strapping spoiled the product appearance by cutting into the cartons. The change to polypropylene strapping, it is claimed, has overcome the problem of damaged cartons.

When servicing is required, the uncertainty of docking location presents no problems, says the Gordian Group. A nationwide team of mobile service engineers is geared to solve these sort of problems.

Further details from: Gordian Group, Gordian House, Browell Lane, Feltham, Middlesex.

meet into blocks and then seal into portions. This results in waste both in fish dust, labour and refrigeration.

The new line would, perhaps, have been longer on the 'new ideas' shelf had it not been for the parallel development of the new flow converter unit which was initially developed for a Swedish meat processing company.

This unit allows the re-formed fish portions, or scampi, to be delivered on to the belt of an anroher, or flash fryer, or even a freezer, with only the minimum gap between pieces. Also, without the use of any hand labour which would break up the newly-formed portions.

NEW BOXES

TWO Norwegian trawler firms, Findus and Brodrene Anstathor, have ordered a large number of plastic fish boxes of a new type developed by Cipek Plast.

This company is now investing in a new production plant in Nord-Norway. The company's plant near Oslo has been working a three-shift day recently to meet demand. In addition to domestic sales, large export orders have been secured from Iceland and other countries.

Cipek Plast says that the new boxes have been designed particularly to reduce the high rate of breakages.

KRILL DEAL

THE Norwegian fish group manufacturer, Rieber & Son of Bergen, has made a five-year agreement with the Soviet Union's Ministry of Fisheries.

Under the agreement, Rieber and the Soviet Fisheries Ministry will exchange know-how and undertake joint research — including a pilot project for using krill for production of a paste for sandwiches and an additive to other foods.

Rieber hopes to be able to sell a number of fish group factories to the Soviet Union. It has already supplied and installed one factory in Moscow and has also delivered a plant for processing krill for use as a feed for fish on board a Soviet ship operating in the Antarctic.

FISH PROCESSORS!

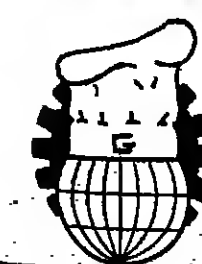
Are you STILL sawing (and wasting) your fish for coated portions? GUYLEW announce their NEW RE-FORMED FISH PORTION SYSTEM

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No more wasted fish — utilise "difficult" species (e.g. blue whiting) — any shape of portion — minimum labour. Re-form odd-size scampi into uniform size at a rate of 20,000 an hour.

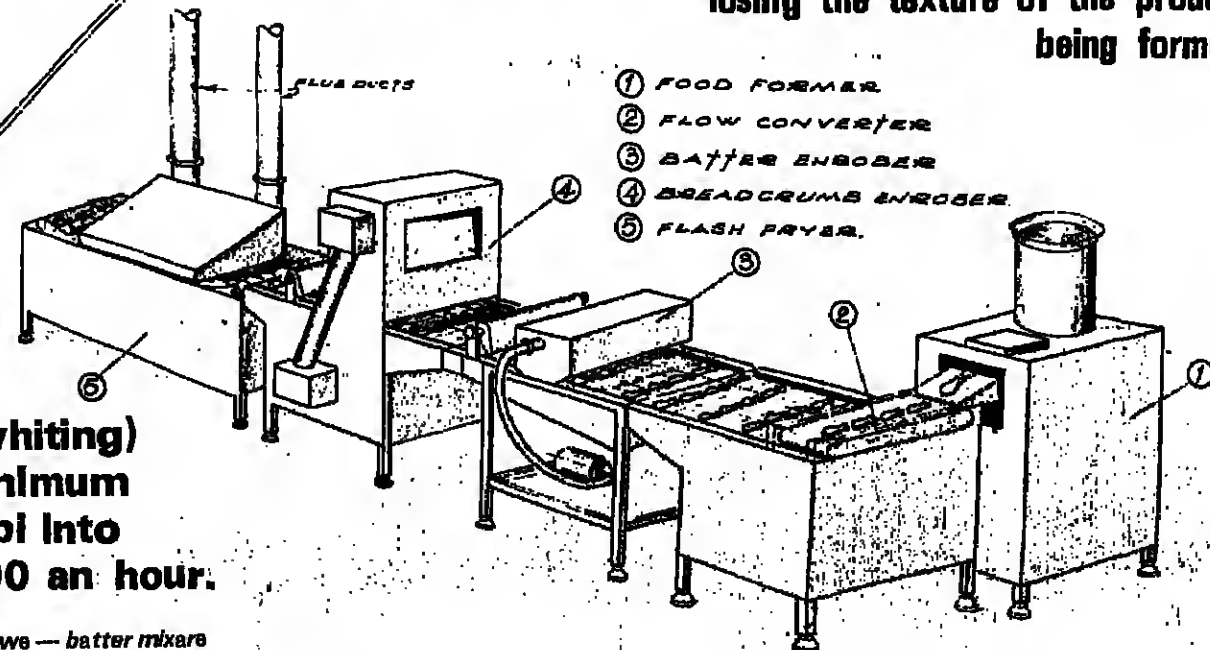
Also available: double enrobers for scampi — automatic saws — batter mixers — blenders, etc. Send for catalogue and information to:



GUYLEW

MANUFACTURING COMPANY LIMITED

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COMPLETE PROCESS: Forming — flow converter (to utilise any standard width belt up to 48in.) — batter enrober or batter applicator — flash fryer (24 alzeel).

FISH HANDLING, processing and marketing

THE RE-OPENING just a year ago of the Inverhervie factory of Highland Seafoods, a member of the Young Group, marked a £400,000 investment in the future of the crab fisherman.

In many areas the crab had been regarded as a by-catch of lobster fishing and often the demand for crabs was so poor that they were dumped back overboard.

With facilities to take in 15-tons of crabs a day, the Inverhervie factory provides an important market for crab fisherman in many parts of Scotland and it is now negotiating to extend its buying operations to the north-east of England.

Even during its first year of production the factory has been able to increase the price of crabs for the fishermen and is providing them with a sound living at a time when high operating costs could well have forced many of them out of business. This encouragement has given the crab fishermen a renewed confidence in the future and is also helping some of the smaller fishing communities to survive.

The factory also provides very welcome employment for 105 women at the present time as compared with only 25 a year ago. They are able to work hours which fit in with their home commitments and the firm also runs a training course for school leavers.

Further development is planned and extensions now under construction will

Scots crab plant pushes south for supplies



Left: new 100g crabmeat pack from Young's Inverhervie plant. Brown and white meat are presented in a shell.

and to encourage a revival in crab fishing, thereby providing a new prosperity for the crab fishermen.

Mr. Cloude went on to say that crab is now looked upon as a prize shellfish and that good crabmeat demands a place in the home deep freeze cabinet.

Soups

He commented: "Crab salads and sandwiches have always been popular but now more housewives are using crabmeat in soups and hot dishes".

Collection of crabs from the ports is arranged to fit in with the times of landing and allows the factory to undertake 16 hours continuous processing a day. For instance, crabs bought in Caithness are collected in the afternoon and arrive at

provide a further 20 per cent of factory space and will allow the firm to extend its range of crab products.

General manager, Mr. G. I. Cloude, told *Fishing News* that the firm is beginning the

year with confidence. Last year new products had been introduced and 1977 will be a year of consolidation.

He said the aim of the factory is to present a high quality home-produced product

Inverhervie before dawn to be processed straight away.

At mid-day, crabs from the local ports are collected and in the afternoon another lorry comes north from the Firth of Forth ports. Crabs are brought on a contract basis and the fishermen know that transport will be waiting when they come ashore.

After being examined on arrival at the factory the crabs pass through an automatic scrubbing, holding and cooling plant which can handle 50,000 crabs a week. After cooling the crabs are iced and taken to the continuous processing line.

"Dressed Crab" in attractive serving shells, vacuum packed to preserve flavour and good eating quality, is only one of a line of attractive products from the factory, which in the main caters for the home market.

Other popular products include dressed crab, 50/50 white and brown meat in 1 lb. packs, as well as crab claws for the catering and home freeze trade.

Emphasis is placed on the highest quality and to this end the crabmeat is picked from the shells by hand, so that it is free from bits of shell and is in nice big portions.

Quality and hygiene control is rigid and is continually checked by quality control specialists.

Intel Engineers of Aberdeen supplied the processing and handling plant, and the

freezing and chilling equipment was installed by Refrigeration (Aberdeen) Ltd. and Hewson and Turrell Ltd. of Grimsby.

Although the factory is usually employed in production from about August to Christmas, it is also geared to handle other shellfish and as nephrops at times of shortage.

It is now seven or eight years since Young's first moved into Inverhervie where it took over a small locally owned crab processing plant. At about the same time the company had also taken over fish processing factories at Boddam, near Peterhead, and at Thurso.

Salmon

Some three years ago it was decided to close down the Thurso plant and to develop and improve facilities at Inverhervie and Boddam. The new factory at Inverhervie was built on the site of the existing building beside the River Bervie.

At Boddam some 180 people are employed and the factory concentrates on white fish, herring and smoked salmon production, and is steadily expanding along these lines in conjunction with the growth of Peterhead as a white fish port.

Mr. Cloude is manager of both factories and divides his time between Inverhervie and Boddam.

"The Inverhervie factory is one of the most modern crab processing plants in Britain — if not in Europe.

FISH HANDLING, processing and marketing

TRIALS HAVE begun at Peterhead to test plastic fish boxes as a replacement for the wooden box currently in use.

As reported in *Fishing News*, December 24/81, 1976, a steering committee has been formed in Scotland to investigate the introduction of plastic boxes into the inshore industry.

Now, the committee — which is composed of representatives of all sections of the Scottish inshore industry — has commissioned trials of the main plastic fish boxes at present available. The most suitable type of box will be determined from the comments of the users.

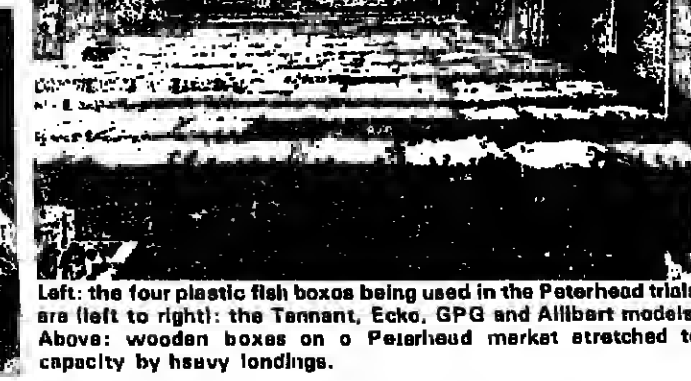
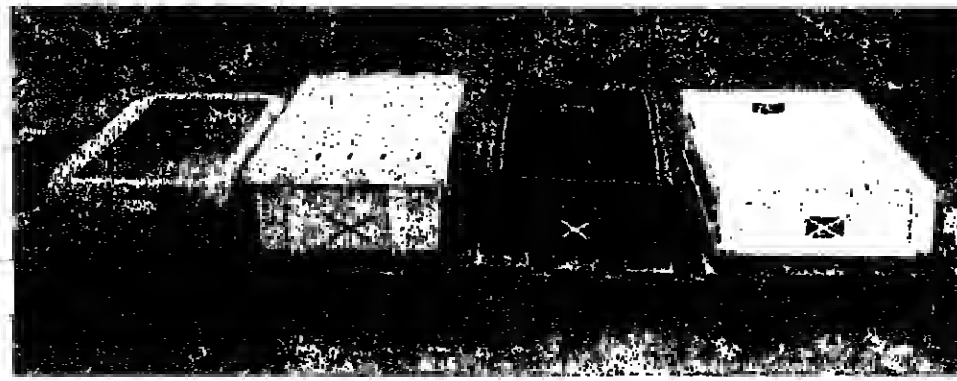
Four main designs of box are to be tested and compared with the existing wooden boxes. The first three boxes taking part in the trials are to be the seiners *Fruitful Harvest*, *Delightful* and *Minerva* fishing under skippers R. Reid, J. MoeKuy and J. Brown.

It is intended that the trial boxes should pass through the whole system, from the auction and sale right through to being sent to the wholesaler. This will help evaluate their use on lorries.

Boxes have been made available for the trials by the manufacturers Allibert, Ekko, GPG and Tennant. All boxes are clearly identified by a St Andrews Cross.

The Allibert boxes are white; the Ekko pale blue; the GPG dark blue; and the Tennant yellow.

PLASTIC BOX TRIALS UNDER-WAY AT PETERHEAD



Left: the four plastic fish boxes being used in the Peterhead trials are (left to right): the Tennant, Ekko, GPG and Allibert models. Above: wooden boxes on a Peterhead market stretched to capacity by heavy landings.

BELLSHILL 747511- hot line to a cool number.

BID TO END LEVY ON SALESMEN

THE SECRETARY of Brixham and Torbay Fish Ltd., Ian Lindley, has written to ask Torbay Council to consider stopping the port's 4p in the £ salesmen's levy. He submitted that it is unique to Brixham.

"We are, by auctioning fish and paying this levy, at a disadvantage to other buyers who are purchasing direct from the vessels and avoiding gear."

"We, being the principal auctioneer in Brixham, collect by far the most of the fish landing dues on behalf of Torbay Council and thus ensure that the correct and full levy is paid on all fish landed through us and also sold by auction by us."

"We also pay the dues promptly on a weekly basis, making it a very economic and foolproof operation."

Between 1971 and 1976 the salesmen's levies have increased from £1,630 to £8,120; the amount of fish toll revenue at Brixham rose from £7,649 to £40,600 in the same years.

These figures were given to Torbay Council Works and Harbours Committee in a report by the harbour administrator, Mr. S. J. Mitchell.

Mr. Lindley has also written to the Works and Harbours Committee asking for an extension of the fish market quay at the northern end; enlargement of the present store on the west face of the fish market; and an extension of the offices on the first floor.

Other requirements in-

Bellshill 747511 (Telex 778759) is your hot line to Frigoscandia's latest cold store at Bellshill on the south eastern side of Glasgow, at the Bellshill North Industrial Estate.

It is a hot line that will put you in touch with a -30°C. cold store — the twentieth to be opened within the Group's European network, which has a combined capacity of over sixty million cubic feet and is linked by five hundred refrigerated trucks and rail cars.

Even at its initial size, the new Bellshill store is one of Scotland's largest and most modern. It can handle nine thousand tons of frozen product and with fast access to Scotland's M73, M74 and M8 motorway network, it is ideally located for distribution work.

As with many other Frigoscandia stores, land has been set aside around Bellshill for development of the company's Food Town philosophy. On this land food processors can set up operations and receive the considerable benefits of having immediate access to Frigoscandia storage, distribution and general site services. A modern fish

processing and freezing plant has already been constructed on the Food Town site, to take advantage of such benefits.

Contact us today if you are interested in storage, freezing, distribution or Food Town sites — ring Bellshill 747511 and ask for Eric Dunkley — General Manager or Bill Moulds — Sales Executive, or post the coupon now for the Bellshill Information Folder "Hot Line to a Cool Number".

FRIGOSCANDIA 

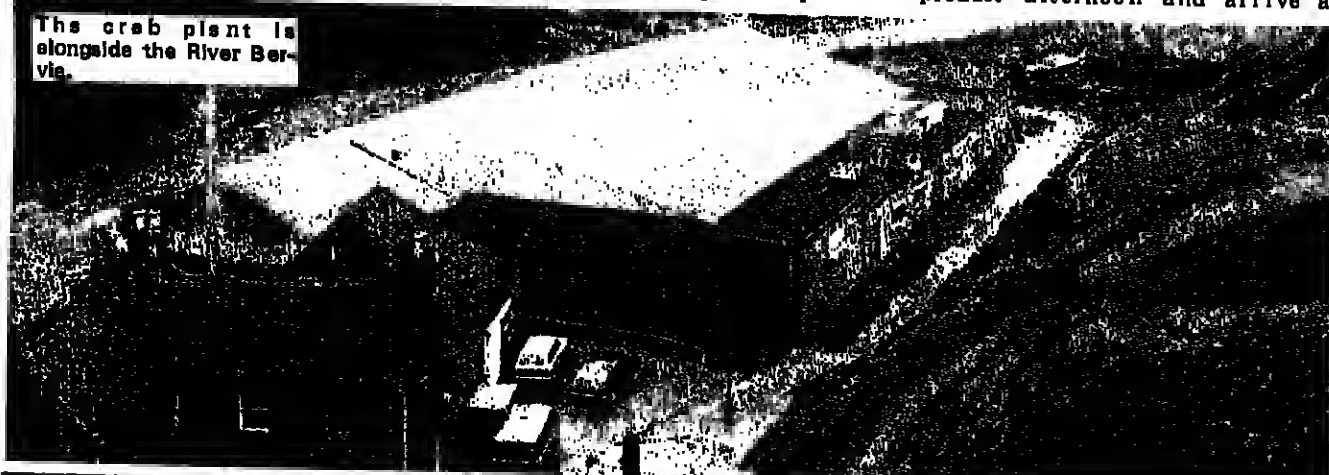
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Smoke your own

The Breakthrough of the Century!

The Mini-KP'n can be used for the following products:

COLD SMOKING All white fish fillets, Finns, Slosters, Kippers, Salmon Fillets, Oysters, Bacon, etc.

HOT SMOKING Buckling, Mackerel, Trout, Sprats, Smokies, Sausages, Chickens, Turkeys, Eels, etc.

Simple to operate — full instructions provided

Now for the first time a miniature version of the automatic "Torry" Smoking Kiln as used by all the major fish processing interests throughout the world is made available to the individual user.

SEND FOR BROCHURE NOW

AFOS LIMITED, Dept. FTX, Manor Estate, Anlaby, Hull, E. Yorks, England
Telephone: 048-2 52152

Drying plant

From page 7

fishing limits by the device of having their vessels registered in Stomoway and carrying a couple of Lawrie 'atooes' aboard.

"The project would require very close monitoring to ensure that the fishermen who benefit from it are Lewismen rather than Norwegians."

Fisherman, however, welcomed the new pier facilities at Braeaclete, on East Loch Roag. The pier will be 48 metres long by six metres wide. There is a difference of opinion between local fishermen and the consultants regarding the siting of the pier, however. Locals say that it would be subject to a heavy surge in bad west and north-west winds.

Strong representations are to be made to the HIDS for boats capable of commercial long line fishing to be built and crews trained.

The board is considering training for fishermen in the Western Isles. The development would support three boats of 100ft., each with a crew of nine or ten.

Fish firm fined

ICEATLANTIC Seafoods Ltd., Blackness, Scotland, was fined £175 in Lerwick Sheriff Court last week.

The firm admitted charges of failing to report to the inspector of factories accidents to their fishworkers which kept the employees at work for more than three days.

One was a serious accident involving a worker in the fish meal plant — he was off work for three months with hand injuries.

FISH HANDLING, processing and marketing

Firm's 'cheap foreign fish' sales rocketing

FISH FROM Norway, the Faroe Isles, Denmark and Holland has been turned into a £700,000-a-year business in the West-country.

Six years ago, when Graham Roe left the Merchant Navy armed with his qualifications as a Master Mariner and navigator, he looked through the "Sits. Vac." columns in the local press and read of a job in the West-country.

The ad. took him to Grimsby and he was taken on by the Chaldur Frozen Fish Co. He wasn't actually offered money. He was simply let loose with an old van

and 100 tons of fish. "Sell it," the firm said.

That was the start of Chaldur's Plymouth-based enterprise, which now has built up a turn-over of more than £700,000 a year.

Hawking

Mr. Roe (35) has a small staff and offices at Eslover Road, Rotherham. The first sale he made was 10 lb. of plaice for £3.75.6d. He spent the first three months hawking fish himself and then took on a part-time driver — and gave him use of the old van while he graduated to a car.

Chaldur was taken over by the Faroese co-operative,

Foroya Fiskasalu, some years ago.

Chaldur receives fish from Norway, the Faroe Isles, Denmark and Holland via tanker lorries from Grimsby.

Mr. Roe says this is simply because it is possible to buy fish more cheaply overseas than it is in our own markets. The organisation has two foreign-owned factory trawlers on charter, each bringing in about 600 tons of fish every three months.

Mr. Roe reckons that he now handles about 18 per cent of Chaldur's frozen fish, which he describes as "a drop in the ocean" compared with the trade to America.

Australia, Spain and other world-wide outlets.

Friers

The Plymouth depot handles mainly cod, haddock and plaice, selling principally to the fish fryers of the West-country. However, factories, catering outlets, fishmongers and fish wholesalers all do business with Chaldur.

The depot is now trying to diversify, looking at the cash-and-carry outlets used by people with home freezers.

Chaldur can hold up to 280 tons of frozen fish in Plymouth and is now taking some locally-caught whiting.

Cockles — from page 15

Winter vomiting on Canvey Island, Essex. The virus which causes this condition has never been isolated but there is no doubt that it is spread by the faecal-oral route.

At the time, Leigh cocklesmen were working the beds near to the sewage outfall from Canvey Island. There was a period of extremely cold weather which meant that cockles stored overnight on the catching boats were almost frozen when processing began. This initial low temperature further reduced the rather doubtful efficiency of the process as a sterilisation procedure.

The shed layout and handling was such that, if effective sterilisation had been achieved, subsequent contamination would have been likely.

Formal

The cockles involved in the reported outbreaks had mainly been consumed at fairly formal occasions — it such a description can be given to firms' Christmas lunches and rugby club dinners — but, in any case, in places where the incidence of a number of cases of sickness was easily noted and remedial action demanded.

Last, but by no means least, this particular virus showed remarkable powers of resistance, managing to survive the effects of heat, cold, salt and even acetic acid.

No doubt many of these factors had been there for years and it was almost inevitable that they had brought them into coincidence, causing the spread of a local gastrointestinal disease across a large part of south-east England.

By then, however, the experts were being pressed for a solution by the cocklesmen, whose livelihoods were threatened. They wanted a way of ensuring that the trouble would not start all over again.

Such an absolute assurance was not forthcoming, especially when a natural requirement of any new regime is that the cockle at the end of its processing should be both edible and saleable.

A further difficulty is that normal bacteriological methods would not detect virus contamination, nor would methods of sterilisation designed to kill bacteria necessarily kill viruses.

But, short of closing down the whole cockle industry, a compromise had to be found. This is a method of production which would minimise the risk while still permitting the production, at an economic price, of a saleable article of food.

A five-point plan was evolved which it was thought would satisfy these requirements. The points were these:

1) the avoidance of fishing the more heavily polluted beds;

2) improved methods of processing;

3) improved food hygiene in premises, equipment and personnel;

4) improved packaging and transportation to reduce the risk of further contamination and the growth of any organisms that survived the new processing; and

5) labelling of even the smallest units in which cockles are distributed to ensure early recognition of offenders in the case of future troubles.

It was on point two that most of the difficulties discussed centred. It is perhaps fortunate that the Avon, from the Bristol Laboratory, was already established in the eyes of the cocklesmen as an only knowledgeable but thoroughly practical but, they were, therefore, happy to try out the suggested methods and discuss their results with him.

Mr. Ayres' basic plan, to separate the use of heat-shocking from the use of heat-sterilisation.

So, he proposed that the initial use of steam or boiling water in the process should only be sufficient to crack cockles to open their shells. Then would follow the various rinsings and blanching which had been such a long source of contamination in the past, and finally to the cockles to steam for as an almost last stage of cooling and packing would follow.

This process was found to be practical and is being adapted by all the cocklesmen.

Trying to bring the cockles up to B77 standards of hygiene has proved to be somewhat more difficult, but they are now being dried into a "clean" and a "dirty" side, with a lean on the "dirty" side of the "clean" side (Fishing News March 18).

The Port of London Health Authority has been at pains to point out that it considers the present measures to be interim ones only to get the cocklesmen back to work. It expects a more comprehensive scheme to be adopted within the next year.

It would appear that it is in prospect the formation of a processing co-operative, with its own purpose-built premises.

Four of the cocklesmen now reached the interim standard and are in the course of approval by the PHA.

In view of this position, the Fishmongers' Company has agreed that they may again sell their cockles in Billingsgate. The first supplies for some time months were in the market on Saturday, March 12. The remaining four sheds are expected to come back into production in the next fortnight.

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Low price steel hulls on 'spec'

A VERY competitively priced 30ft. steel fishing boat hull is now being produced on Humberside. Available in two versions of 3mm or 5mm steel, the hulls are priced at £1,650 and £1,985 respectively.

After building a range of 36ft. boats, the firm of Hull Steel Craft Ltd. has now concentrated its production on the 30ft.

hull. Dimensions are: beam 10ft; draft 3ft. 3in. and waterline length, 27ft.

Hulls are being built at the rate of one a week up-side down on a mould. The basic price includes a choice of forward or aft mounted wheelhouse, or an aft wheelhouse with cabin. Engine beds, steel deck, floor bearers and stern tube and rudder are also included.

The first hull in this new series has recently been delivered to North Wales and another is due to go to Devon.

By building on 'spec' the yard plans to give an immediate delivery service.

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